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HONGKONG, SATURDAY, JUNE 14, 1919.

日七十月五年己未歲年八國民華中

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

LEVINE EXECUTED.

COPENHAGEN, June 8.
Munich reports that Levine, the
Spartan leader, has been executed.

PARIS BOURSE.

PARIS, June 4.
The tone of the Bourse is weak.
Stocks are freely offered and prices
have fallen all round. Metro and
other transport shares recovered at
the close.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. report
on June 13:

Since our last report of the 5th
inst., our local market has shown
rather a quiet time and business
in speculative stocks has been on a
small scale, and prices have been
inclined to ease off a little. The
Shanghai market, possibly due to
strokes, is also quiet.

Banks.—Hongkong and Shanghai
Banks after sales at \$845 last
buyers at \$840.

Marine Insurance.—Canton
main quiet with probable sales at
\$457 1/2. North China are wanted at
\$457 1/2 and Yangtze at \$457 1/2.
Unions were done at \$150 and more
shares are wanted at that price.

Fire Insurance.—China Fire
main nominal at \$141. Hongkong
Fires are wanted at \$141.

Shipping.—Douglases have ad-
vanced from our last quotation of
\$90 to a buying rate of \$94. Busi-
ness being done for July at \$94.
Mexico Steamships are still in de-
mand at \$22 1/2. Deferred Indochina
have improved and shares are asked
for \$150.

Refineries.—China Sugars, a good
number of shares changed hands at
\$158 and shares are still wanted at
\$158 1/2. Malacca are strong with
buyers offering \$99 1/2.

Docks and Wharves.—Kowloon
Wharves have weakened slightly but
shares could be placed at \$91. Kow-
loon Docks, also have weakened away
buyers only offering \$160. Chong-
hai Docks have buyers at \$115, and
July \$115.

Miscellaneous.—Cements have im-
proved from our last quotation of
\$7.60 to a buying rate of \$8.10 with
business done for July at \$8.35.
Dairy Farms have buyers at \$24 1/2.
China Lights (old) \$5.30 (new) \$130.
Ropes \$31. Water Boats \$131.
Watsons \$35, Powells \$111, and
Wiseman \$20, all buyers.

THE DAIREN FIRES.

CHIEF OF POLICE SUSPENDED.

Mr. G. Tanaka (Chief of Police of
Dairen) was placed on the suspended
list on May 22.

Mr. Tanaka has been at Dairen as
Chief of Police since September 1909.
He had served under seven Civil
Administrators. "According to an
observation made to a local Press
representative, what taxed his efforts
most during his tenure of office was
the plague epidemic in 1910-1911 and
the mysterious fire on the Dairen Wharves. He
regretted deeply to leave his post be-
fore the real causes of these fires
have been discovered."
Mr. Tanaka may leave for Japan
slightly, but will probably return to
Dairen.

ASIA BANKING CORPORATION.

The Asia Banking Corporation,
formerly at 66 Liberty Street, New
York, opened for business on May
5—in its new, and larger quarters
on the ground floor of 35 Broadway,
which it has leased for a period of
ten years. The new premises com-
prise 7,000 square feet of floor space.
The furniture, as well as the general
decorative scheme, is in black and
gold, of Oriental design.

A feature of the new banking
quarters is a special room for the use
of representatives of firms in China,
who are travelling in the U.S.A.
correspondence facilities are pro-
vided.

In addition to the branches at
Shanghai, Hankow, and Peking,
which are already established and
doing business, branches of the Asia
Banking Corporation will be opened
shortly in Tientsin, Changsha, Canton
and Hongkong. A branch in Peking,
was opened on the 9th. This makes
the fourth branch of the Corporation
which is now doing business in
China, the other branches being
located at Shanghai, Hankow, and
Tientsin.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MR. CHURCHILL TALKS.

OUR JOB IN RUSSIA.

LONDON, June 8th.
Mr. Winston Churchill, replying to Sir
Donald Maclean and other speakers,
avoided the House to attend its session
and clear confidence to the representatives
of the British nation in Paris. The
negotiations were approaching that climax
which always arrived just before the
settlement was reached.

He submitted that the question of
the publication of any peace negotiations
and documents should be left entirely in
the hands of the representatives—who were
endeavouring to reach the goal of a speedy
peace.

As regards Russia, we were endeavour-
ing to wind up our affairs in North
Russia, which, we hoped, would become
self-supporting before the end of the sum-
mer. Then we would be enabled to come
away having honourably discharged our
duty to those people.

Our troops in the Caucasus were hun-
dreds of miles from the enemy. They
would be stationed there until it had been
decided what the future of the Caucasus
would be in connection with the general
peace settlement.

We had only two battalions in Siberia,
who were hundreds of miles from the
fighting. They were stationed at Omak,
the nearest point to the Government, as a symbol
of British sympathy.

He referred to his recent warning
against the basing of exaggerated hopes
on General Koltchak's advance. The
recent considerable setback in the south-
ern sector of the advance had become more
pronounced, but he pointed out that, on
a wide front, thinly held, the lines must
sweep backward and forward.

Mr. Churchill deprecated the newspaper
suggestion that General Koltchak would
reach the gates of Moscow shortly. "He
was hundreds of miles distant, and it was
not expected the gates would be reached at
all. We had furnished no men, but only
munitions and equipment, for General
Koltchak's operations."

Mr. Churchill defended the financial
support being given to the Omak Govern-
ment as an obligation of honour, seeing
that we called it into existence, and for
our aid, at a necessary moment.

We were not involved in the Polish
operations, except that, if they prospered,
our withdrawal from North Russia would
be facilitated, and we should not have
to enter into elaborate operations to
safeguard the civil populations' interests.

Generally, the numbers of
British troops in Siberia and North
Russia equalled the United States' forces.
"Since the Armistice, the British casual-
ties in all parts of Russia were: Killed,
18 officers and 18 men; wounded, 14
officers and 153 men; and, missing, 3
officers and 55 men."

He ridiculed the idea that such a
number of represented operations
likely to drain away British energy and
resources, and commit us to vast overseas
journeys into the heart of Russia.
(Cheers.)

Obviously, our operations were more in
the nature of police work than real war-
fare.

After showing that the cost of the opera-
tions in Russia largely arose in connec-
tion with the European war, Mr. Chur-
chill stated that the production value of
the munitions supplied to General Kolt-
chak and General Denikin probably did
not exceed £20,000,000, but the disposal
value in consequence of the termination
of the war was much less. Arrangements
had been made for payment by a possible
future Russian Government.

Mr. Churchill deprecated the exaggerat-
ed talk about pouring out blood and
money on vague Russian expeditions.
Everything done had been definitely
decided on the policy toward Russia.

The operations were being carried out
not on British policy, but on Allied
policy, in conjunction with the other
Powers, all of whom were constantly
watching these matters. (Cheers.)

PRESIDENT WILSON CONTRADICTS GERMANS.

PARIS, June 8th.
According to *Le Matin*, President
Wilson, after examining in detail the
German counter-proposals, declared:
"Our Treaty violates none of my prin-
ciples. I should not hesitate to confess
it if I thought otherwise, and try to
retrieve the error. But the Treaty which
we have drawn up is entirely in accord
with my Fourteen Points."

PREMIER NOT MALINFLUENCED.

LONDON, June 8th.
The Prime Minister's attention has
been called to Mr. McNeill's question
cabled yesterday. He authorises a denial
that he had any communication of the
nature indicated with Mr. Ramsay Mac-
donald or Mr. Arthur Henderson, or that
any pressure by persons with political
or financial influence had been brought
to bear on him to modify the Peace Terms
in a manner favourable to Germany.

U.S. SENATE.

WASHINGTON, June 8th.
The Senate has passed a resolution re-
questing the State Department to furnish
the Senate with a copy of the text of the
German Treaty.

The Senate has ordered an investiga-
tion as to how certain copies of the draft
reached New York, as some Senators
have alleged.

CURZON AND COMMERCE.

LONDON, June 8th.
Lord Curzon informed the Association
of the Chambers of Commerce that he is
appointing a Committee to discuss the
difficulties of trade and education was by
representative institutions. This measure
was transitional, but if they passed it
and modified it till it became a great
statute, they would launch India on the
road to responsible self-government.
The Bill passed its second reading
unanimously, and will be referred to a
select joint Committee from both Houses.
(Continued on Page 6.)

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MR. HUGHES GOING HOME.

TO RETURN HOME SHORTLY.

LONDON, June 8th.
Mr. W. M. Hughes, the Premier of the
Australian Commonwealth Government,
in a speech to Australian soldiers, said
that he intended to leave for Australia
by the end of June.
It is understood that all arrangements
have been made for the departure of the
Australian Delegation.

RUMANIA O.K.

PARIS, June 8th.
Reuter learns there is general continued
improvement in the economic situation in
Rumania. Steamers are regularly sailing
between England and Rumania, and loco-
motives and railway material are being
despatched. The military situation is
excellent.

TURKS IN BAD.

MALTA, June 8th.
Sixty-six Turkish prisoners arrived
here today under a strong military
escort. The greatest relief is being
observed regarding their names, but it is
known that they comprise practically all
the Ministers of the old regime who were
responsible for the Armenian massacres,
deportations and other crimes and intri-
gues.

RACING.

LONDON, June 8th.
The "Onks" resulted as follows:—
Bayuda (J. Childs) 1
Roseway (Donoghue) 2
Maple Durham (Hulme) 3
Ten ran. Won by 1 1/2 lengths, half a
length dividing second and third.

THE BETTING.

The betting was as follows:—
Bayuda 100 to 7
Roseway 4 to 7
Maple Durham 5 to 1
The place betting was as follows:—
Bayuda 5 to 4
Maple Durham 3 to 1

PEACE TERMS.

NO REAL CHANGE POSSIBLE.

PARIS, June 8th.
A Havas message says:—
The Allies are not inclined to modify
the German Treaty. The details of ap-
plication will be altered, but no change
affecting the principles is possible.
M. Clemenceau is opposed to changes
in the principles, although it is believed
he will consent to some modification of
details in the method of carrying out cer-
tain provisions.

The French realize that their credit
will be immeasurably strengthened in
foreign markets if it is known that
under the Peace Treaty, Germany will
pay France 125 milliard francs in the
next ten years, just as Germany's finan-
cial position will be relieved if foreign
bankers knew the German liabilities.

THE COUNTER-PROPOSALS.

PARIS, June 8th.
A large number of new Commissions
are examining the German counter-
proposals.

The strongest protest concerns Upper
Silesia.

The Germans allege their inability to
carry out the reparations clauses if they
lose the Silesian Mines as well as the
Saar mines.

The Germans also emphasize that they
should be given a mandate for their prin-
cipal Colonies.

THE UPPER SILESIAN FRONTIER.
PARIS, June 8th.
According to French diplomatic circles,
the general line on the Upper Silesian
frontier will not be changed, but several
rectifications will be made affecting some
villages containing a few thousand in-
habitants. A special Commission is
examining the question.

As regards the Saar Valley and the
occupation of the left bank of the Rhine,
there will be no alteration in the original
clauses of the draft Treaty.

TOTAL INDEMNITY MAY BE
FIXED.

The Council of Four may perhaps fix,
but only approximately, the total amount
of indemnity to be demanded from Ger-
many under the head of "Reparations."

The discussion during the last two days
has shown that no difference of views
exists among the Allies—who are unani-
mously of the opinion that the terms of
the Treaty must be upheld.

It is hoped that the reply to the German
counter-proposals will be handed to the
Delegation on June 13th. The Germans
will be given a minimum of three, and a
maximum of five, days to announce their
acceptance or non-acceptance.

PARIS, June 8th.
M. Paderewski has protested to the
Council of Four against any changes in
the Silesian settlement.

According to the *Echo de Paris*, certain
suggestions made by Mr. Lloyd George
regarding the frontier of Upper Silesia
may perhaps be adopted.

INDIAN REFORM.

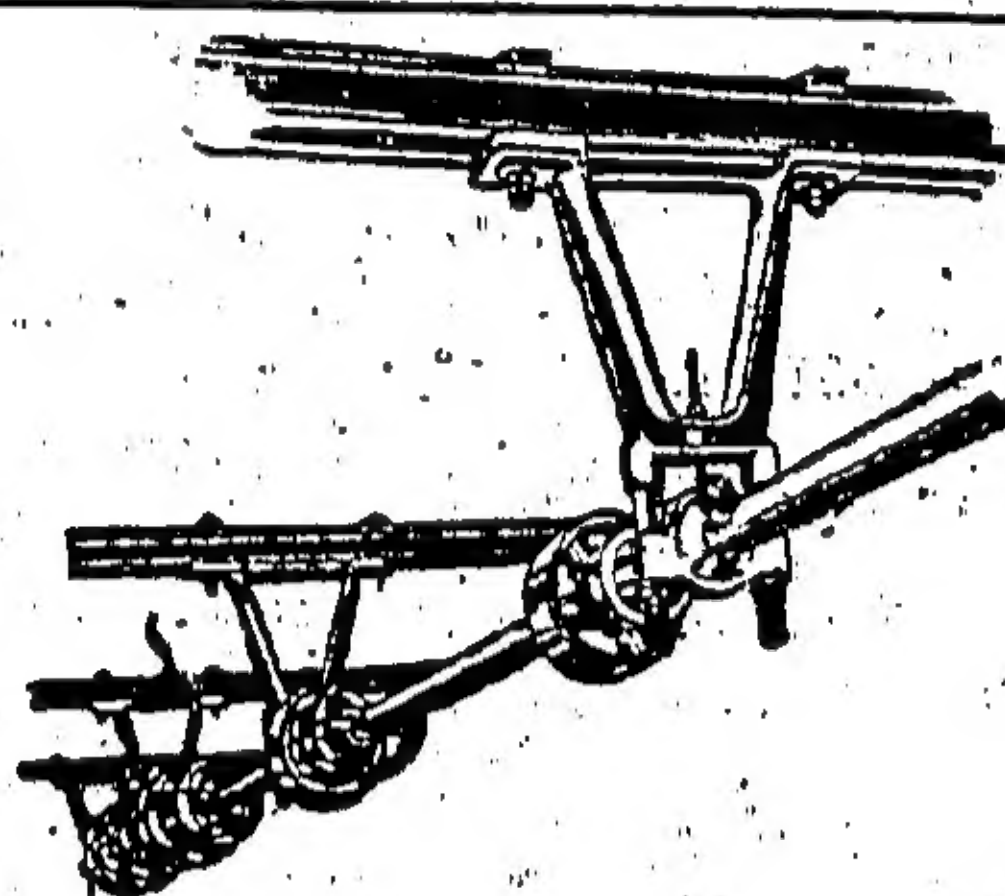
In the House of Commons, the Rt. Hon.
E. S. Montagu, moving the second read-
ing of the Government of India Bill,
said that the best way of overcoming
difficulties of caste and education was by
representative institutions. This measure
was transitional, but if they passed it
and modified it till it became a great
statute, they would launch India on the
road to responsible self-government.
The Bill passed its second reading
unanimously, and will be referred to a
select joint Committee from both Houses.
(Continued on Page 6.)

BUSINESS NOTICES

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GLACE KID
and BOX CALF
LACE SHOES 9.50 PER PAIR
A BARGAIN!

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, JUNE 14, 1919.

WHEELS AND BALLS.

In blistering sunshine, on a piece of ground bare of grass, the naval men were playing football. They struggled and they sweated, and strove continually, so that the spectator was moved to remark that it looked like hard work. Thus leaped into his mind the thought how the lives of men seem nowadays, divided between the wheel and the ball. Caught in the wheel of business a third of their time, another third is devoted to the ball in some form or another. Football, cricket, golf, billiards, most games involve the spherical accessory. The remaining third of their lives men spend in sleep, re-accumulating the energy expended on wheels and balls.

Nor are the wheels brought in as a mere metaphor. Behind all their businesses somewhere stands machinery. Wheels within wheels are at the back of trade, of shipping. The machine breakers of the early nineteenth century were wiser than they knew. Instead of being labour savers and leisure providers, the wheels have multiplied labour and restricted leisure. Man has become the servant of his own machinery (like a cottage woman of her furniture) and it calls upon him continually to give. Machinery produces machinery, and one wheel revolving turns many more. There is no apparent end to it. To increase production is the slogan, not to meet the demand for more income. At the same time the attendants of the wheels have their slogan too for shorter hours, which proves that they are now aware of the Sisyphean-like job that the wheels are setting them. They demand some of that leisure which we know to be essential to the full life. The marvellous epoch of invention has not meant progress if all it means is to go on and on among the wheels. When a greater number of men live complete lives, we may begin to talk of progress. But the securing of the leisure is only the first step in a long journey. There enters the consideration of the proper use of leisure. If men are going to rob Peter to pay Paul, by devoting to balls the hours they have deducted from wheels, where is the progress? All change is not progress. To work hard all day in order to be able to enjoy recreation, and to recreate in order to be fit for work, is a very vicious circle. As a pastime, work is

as good as play. The very word "pastime" involves the idea of "killing time," and when a man gets to that need he is in a bad way, they tell him. Yet what else, in the ultimate analysis, does life offer than time to be "done"? No man begrudges labour. Witness these sailors playing football in the Navy Yard. Wheels were not made to save labour. It is the phrase "labour saving machinery" which misled us. They were made, as the Chinese made movable types, to save time. The man who had to hunt, track down, and kill his food, or to till, plant and guard his harvest, had no time to be discontented because his time was all filled. Preoccupation with the living present eliminates all possibility of brooding over the past or worrying over the future. One sighs for the bad old times, before Progress was invented, when manuscripts took the place of printing, and the contents of a newspaper would have involved months of an industrious scribe's life, when cloth was handwoven, and a journey was a journey instead of a trip. In this mood one says that Kolaeth has the sense of it, and that the end is not altered by these wheels and all these balls. Except—yes—except our souls. In pre-machinery times, one fancied religion was less mechanical, and thought the more profound for being less hurried. If this be so, what we call Progress has meant retrogression.

INNS AND OUTS.

In his Easter address at Foxley Church the rector had a word to say for the village inn. "Not all the reading-rooms in the world," said the parson, "would keep a man from enjoying a glass in the company of his mates. In town and country a well conducted inn is a happy meeting place for men who desire to discuss public matters and exchange ideas. The narrow minded bigots who are trying to close the inn by corrupting the national beverage are doing an enormous amount of harm. They do not realise it because their minds do not extend beyond the jurisdiction of their own little Bethel." We could gladly add the Foxley rector to our list of ecclesiastical friends for his sentiments are ours. A member of the 800 mile walking tour, covering all the summer months of the year 1914, came to a Norfolk village where a combination of native hospitality and footsoreness kept him a week. Every night in the village inn there was such a truly democratic gathering as not even Australia or America dreams of. The Squire, the parson, the innkeeper, the Squire's gardener, a game keeper, a small tradesman, and others (not forgetting the China Mail's tame

hobo) sat together, every man Parson included, with his pot of ale before him, and talked. The gardener's opinion was as good as his master's, offered and accepted as such. The Parson was the best good fellow of the lot, and as fond of argument. He didn't pontificate. There was no foul talk, such as one hears in city pubs, and no drunkenness. We may have been a little flushed at closing time, but we were all happy, and the talk was good. The little Bethel folk should really approach this question of beer and inns from a different angle. They would if they knew.

SHERLOCK SPOOKER HOLMES.

The spirits are rather worried about us. When we mourn them dead, that is the one thing that "casts a cold cloud upon their perfect happiness." Sir A. Conan Doyle says they (the spirits) particularly ask us to regard them as "still in the family circle. That may be all right for Doyle, but what about George W. Skeggs of U.S.A., who has buried four wives and has just married again? His visible family circle includes Mrs. Skeggs V, two daughters of Mrs. Skeggs III, and a son of Mrs. Skeggs I, besides the mother of Mrs. Skeggs IV. When George W. is telling the present incumbent the same old lies, does the hovering four year old "put her wise"? When he is making love to her, do they grit their spiritual teeth?

THE MAIL.

Today's Home mail contained much belated matter, and but little fresher than April 24. The chief interest of the Home papers seems to be the squabble between Lloyd George and the Northcliffe Press. American advice to May 10 focussed attention on the Fifth Liberty Loan, at that time not known to be the conspicuous success that subsequent cable news showed it. We are hoping this will be the last batch to come via America. The Suez canal strike should make no difference to mails coming through.

ANSWERS TO CORRESPONDENTS.

C.—Very dear Sir. Of course we have no Bolshevik on the China Mail staff. We wouldn't allow it. Some Club men started the joke owing to the disreputable appearance of one of our men, and we did our best to help it along. In future, it seems, we must adopt Artemus Ward's idea, and use the label [This is a joke].

ADVERTISER.—You were correctly informed. The circulation has increased remarkably, and we may make a public statement shortly. So far only one man has ceased to subscribe, and he is said to buy it on the street.

HOUSING.—The advertisement appears in this issue. We expect to have a note on it on Monday.

NO. 65.—Thanks. But surely "merchants of frove" was a phrase self-explanatory? We regard our readers as an educated community and write accordingly. By frove we meant things like water-cress, wild ferns, mushrooms, etc., which the vendors set for nothing.

R.P.T.—By an accident we omitted to acknowledge and thank you for the receipt of the little book of local poems and parodies. We read it with pleasure. Isn't another volume about due, containing gems like the Benley parody? Have you tried your hand on Rosetti?

M.D.—If you still wish us to publish your letter, we will do so. It was held over to give you a chance to think. At present you are in the position of the man who knew what a fulcrum was, but jumped to the conclusion that in the rowing of a boat the rowlocks are the fulcrum.

THE JAPANESE BOYCOTT.

WILL LAST A LONG TIME.

Speaking to a member of the Committee of the Chinese Chamber of Commerce yesterday a China Mail man was told in very plain words that the anti-Japanese boycott in Hongkong is unlikely to fizzle out as others have done. On two previous occasions the Chinese have organised Anti-Japanese boycotts in Hongkong but they were of short duration and had little material effect. Most of Japan's export commodities are consumed in China. Several large Chinese concerns have severed their import business with Japan. Still another indication of the boycott was witnessed yesterday morning in Wing Lok Street West. The electric wires in the locality carried strings of dried coal-fish, oysters and other marine delicacies such as are imported from Japan. A large assortment of tattered Japanese straw-hats were also suspended from the overhanging

LOCAL AND GENERAL.

Today's dollar is worth 3s. 6 15/16d.

Today's return shows four cases of plague, and one of enteric.

Mr. W. S. Turnbull of the Quineburg and Miss Kitty Lee of Kowloon are to be married shortly.

The H.K. and Macao S.B. Co. are running an excursion to Macao tomorrow. The *Sui An* leaves Wing Lok Wharf at 9 a.m. and returns from Macao at 4 p.m.

The *s. Amazon Maru*, 12,000 tons, built at the Osaka Iron Works' Sakurajima Dockyards, to the order of the Osaka Shosen Kaisha, was successfully launched on May 24.

The *China Critic* says that the *Hsinho* still remains stuck on the ways in the Tientsin river and that it will take a long time and much expense to get her off. Her total cost is said to be about \$700,000.

An amalgamation has taken place between Harland & Wolff, Ltd., shipbuilders and engineers of Belfast and the Clyde, and David Colville & Sons, Ltd., steel and iron manufacturers and coal-owners, Motherwell.

At St. Louis Catholic Church, Tientsin, on June 2, Miss Olive Cowell, eldest daughter of Mr. E. A. Cowell of Wm. Forbes and Co., and Mr. J. R. Watson of the local staff of the Chartered Bank were married.

The Colombo Police Magistrate, on April 22, fined a native Rs. 500 for selling a bottle of arrack to the Australian troops passing through Colombo. The Magistrate stated that he considered these drink-selling pests on the cause of any disorder occurring on the part of Australian troops.

The Japanese, *s.s. Liverpool Maru*, 9,100 tons, has been chartered to take British troops from Vladivostok to Canada, and is being fitted out at the Old Dock for the purpose. She is a new vessel, having been completed in May by the Kawasaki Dockyard.

Japan's China Squadron consists of the *Suma*, 2,700 tons, at Shanghai; the *Fushimi*, 1,800 tons, at Kiang; the *Saga*, 785 tons, at Nan-kow; the *Sumida*, 1,226 tons, at Hankow; and the *Uji*, 620 tons, at Chang-sha. In addition the two destroyers *Toba* and *Kiri* are stationed at Amoy and the destroyer *Sakura* at Swatow.

There will be an augmented orchestra at the 9.15 p.m. performance at the Coronet on Sunday evening when "My Four Years in Germany" will be played for the last time. This wonderful film drew crowded houses last night. Booking is very heavy today. Parents are reminded of the special 2.15 p.m. Children's Matinee.

While coming down river in charge of the Chinese pilot, with a Chinese second officer on the bridge on May 28, the C.M. *s.s. Kiangfo* struck the rocky bank at Hoare Creek, about 56 miles above Kiang. The vessel's planking on the port side forward of amidships was damaged and the port paddle crippled but she backed off the bank and was able to make port under her own steam, arriving here on May 30.

At the Madras High Court on April 29, Mr. Justice Oldfield directed the release on bail of one Thanika-chalam Chetty, who had been sentenced to three months' rigorous imprisonment and a fine of Rs. 500 on a charge of profiteering. In that he sold kerosene oil at Rs. 4-3 a tin, while the scheduled rate was only Rs. 2-10-3. His Lordship admitted the appeal.

The pagoda erected to the memory of the Cochinchinese, Annamite and Tonkinese soldiers who died for France, by means of a subscription among the native and French troops, has been inaugurated at Frejus in the south of France. General Bordeaux, representing the Government, eulogised the devotion of the children of the second native country for the defence of the mother country.

Renewals of a large number of charter-parties are now being negotiated in Japan. The tonnage of the O.S.K. steamers of which the charter-parties will have expired before the end of the month is estimated at 44,500 tons. A slump in shipping is expected through the cessation of the war transport service liberating large numbers of steamers. There are also the ships now building to take into consideration.

SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp, colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by All Chemists and Storekeepers.

CHIEF OFFICER'S SUDDEN DEATH.

"CHINA MAIL" CLOCKS TO-DAY'S STORY.

4.30 a.m.—*s.s. Cornelia* (Carroll Brothers) is lying alongside the Wing Lok street wharf.
5 a.m.—Quartermaster notifies Captain P. J. Guerrero, the master, that Mr. C. Abreu, the chief officer, has fallen down and looks very ill.
5.1 a.m.—Captain telephones for a doctor.
5.4 a.m.—Captain telephones for a doctor.
5.25 a.m.—Mr. Abreu dies.
5.40.—The Police arrive.
5.45 a.m.—Police telephone for a doctor.
8.20 a.m.—A doctor arrived. Later—Body removed.
Mr. Abreu was only 36 years of age. It is said he was at a cinema show last night, and appeared well. His symptoms early this morning were violent pains in the chest.

THE YANGTSE RIVER "OUTRAGE."

SHOT AT SNIPES JUST MISSED "WIDGEON."

A *China Mail* reporter called on the Secretary to the Commodore this morning, to enquire whether there is any official confirmation of the *Widgeon* being fired on in the Yangtze river.
The Secretary said there was no report from the Admiral and after consulting the Commodore said that Mrs. Gurner, wife of the Commodore, had a similar adventure when passing about the same place on the Yangtze. A shot, rifle or sporting gun, was fired from the beach and passed close to the ship on which Mrs. Gurner was a passenger.
It is not believed to have been a deliberate attempt at firing at the *Widgeon*.
As an old naval hand said to our reporter, "it was somebody snipe shooting."
But it seems they nearly hit the *Widgeon*.

GOVERNMENT GAZETTE.

THE GIST OF IT.

Texts of various new and amending ordinances appear in today's *Gazette*. Mr. J. D. Lloyd is appointed official Receiver and Registrar of Trade Marks. Mr. N. L. Smith is Deputy Registrar and Appraiser, Supreme Court. Mr. S. B. B. McDermott is Chief Assistant Secretary Chinese Affairs and Deputy Registrar of Marriages. Mr. A. H. Hollingsworth is second Assistant Director of Public Works.
Imports from Belgium are put on a level with others as regards percentage of enemy value permitted.
A J. P. in Mr. T. Hough's place on the Licensing Board is to be elected on June 23.

BIG DISTURBANCE AT SHANGHAI.

Late on the night of June 12, a student procession, reinforced by a number of low class people, tried to enter the Shanghai International Settlements from the French Concession without a permit.
The Police stopped them, but the processionists pushed on. In the melee which ensued, one Chinese was killed and nine wounded.—*Chinese Commercial News*.

NOT OURS.

While interviewing the Naval Secretary this morning, our reporter was reproached about the report that Captain R. W. Carrington, D.S.O., R.N., commanding H.M.S. *Caryfort*, has been transferred to H.M.S. *Caryfort*. The Secretary said "there isn't a word of truth in it," and that these inaccuracies cause trouble. We publish the disclaimer and point out that it did not appear in the *China Mail* but in a local contemporary.

FINED FOR FANS.

In the recent hot spell, it should have been no crime for a man to carry a fan. But a Chinese at Mon Kok, Yaumatei, overdid it. He carried a dozen, and failed to satisfy the police that he had got them "honestly." He told Magistrate Hutchison that they were a parting gift from a friend who had left the Colony. It may have been so—His Worship didn't know—but it sounded like a story requiring a fine. The Magistrate made it \$10.

ARMA "JUNK" CANO.

A small armoury of rifles was discovered by the Police in a junk the other day, and an arrest was effected. Charged before Magistrate Hutchison under the arms and ammunition ordinance the man pleaded "not guilty." Accused was said to be in possession of two Mausers, and two muskets.
Hearing was adjourned.

JAPAN AND CHINA.

The *Westminster Gazette* of April 30 says: "The Shantung question is undoubtedly of considerable importance for the peace of the world, and it is necessary that it should be generally understood. Whether the dispute with Japan is settled before or after the Treaty with Germany is signed—whether it leads to another incident like the incident provoked by Fiume—it is essential that the judgment of the Allies shall be as wise as a judgment of Solomon. The elements of the problem—detached from any considerations of the strength or weakness of the parties, of desire to please, of artificial ties which may have been woven—are not hard to understand.

As the petition which was presented to the Conference states, Japan is seeking to establish a system of political and economic servitudes in the province of Shantung, based upon her claim to be in the right of succession to Kiaochow and other privileges which Germany formerly possessed. It is inevitable that if one people occupies the territory of another people against its will, there must be, if not "outrages," at least charges of outrages. That is precisely what has been produced. The Chinese do not hesitate to stigmatise the Japanese troops as being responsible for the most indefensible treatment of the inhabitants. Rightly or wrongly, they relate stories which are not dissimilar from those we have heard about the Bolsheviks.

It is held by the Chinese that when Japan drove the Germans out of Kiaochow—which had been leased to Germany in 1898 under duress—they in turn established themselves in the peninsula by force. The Chinese declare that the settlement contained in the Treaty and Notes signed by China in May 1915 was imposed upon the Eastern Republic by Japanese menaces. If China had not agreed then Japan would have made war upon her. It is not, of course, in this light that Japan presents her claims on Kiaochow. She says that China did not take steps to recover the German-held territory; and that there is no reason why she should recover it now that it is held by Japan.

The famous Twenty-One Demands—which are put in opposition to the Fourteen Points—were used as a weapon by Japan, who extorted concessions and agreements later in 1917 and 1918. Japan, it is urged, has improperly sought to dominate and control China, politically, militarily, and financially. If the Bucharest Treaty, for example, is not allowed to stand because it was signed at the point of the bayonet, China contends that Japan must not profit by the weakness of her neighbour.

"SECRET" TREATIES AGAIN.

What is more, China makes the specific charge that Japan, considering only her own material interests, prevented China from coming into the war on the side of the Allies earlier. Japan wanted to tighten her hold on China, and therefore kept her from coming into the Alliance. In 1915 there was a veiled threat—it is said—in the Japanese Foreign Minister's declaration that the awakening of 400,000,000 Chinese could not be viewed by Japan "without apprehension."

At bottom the question is one of secret treaties again. In February 1917 Japan secured from the Allies Great Britain, from France, from Russia, from Italy—promises of support for her claim upon Kiaochow and to the German rights in Shantung. Once more, it will be observed, America was no party to this agreement. Once more the changed conditions have rendered inoperative in any spirit of justice accords arrived at by the diplomats who were apparently so fond of dealing with the peoples themselves, as goods and chattels to be bartered away in secret, in accordance, not with the smallest pretence of principles, but with a single regard for the value of the "deal" to the contracting parties.

Therefore, while Japan is asking if she could imitate Italy and go out from the Conference, slamming the door, China puts before the Conference some simple propositions. She asks in the first place that all German rights in the peninsula shall revert to her. She asks that she shall be released from agreements with Japan which she entered into because Japan was stronger than she was. She asks, lastly, that the secret treaty concluded between the Allies and Japan shall be null and void.

The case against this treaty on grounds of equity is that it was entered into by nations which had no right to fix the fate and future of Chinese territories without consulting China, and that it was obtained by Japan as a piece of blackmail. "Give us these rights," she said in effect, "or I will keep China from declaring war on Germany. It is to your interest that China should come in."

These transactions, according to the old international morality, were perhaps legitimate. We cannot reproach any nation for doing that which was in conformity with a code which everybody practised. But we can and do expect that now that the world has agreed to discard this cynical sort of diplomacy, Japan should renounce her "rights."

WASTING PUBLIC MONEY.

LONG STAY OF "WAR SEPOY."

It always has been, and we suppose it always will be, generally acknowledged that you can rarely beat officialdom in the art of wasting public money.

There have been numerous cases of official inefficiency and neglect during the war, costing the nation millions of pounds of sterling due to the blunders of government officials. These cases have been out of sight of the Hongkong public and the only thing we have had of them has been through members putting questions in Parliament to Ministers representing the defaulting departments.

But now the war is virtually at an end, we have not had long to wait before what appears to be a case of wasting public money is thrust upon our nose.

We refer to the *War Sepoy* and her cargo of oil fuel, which has remained very restfully on the board of our harbour for 80 days to-day. This war-time-built ship is running under the wing of the Shipping Controller, but no doubt at the request of the Admiralty. She arrived here on May 8. You can still see her there. Goodness only knows how much longer in these days of shortage or supposed shortage, of ships, she is going to stay there.

The story goes that the *War Sepoy* came from Bulk Papan with 7,000 or 8,000 tons of oil fuel for the Navy here, that is the oil-burning ships of the squadron. There is only one in Hongkong at present, we believe, H.M.S. *Challenger* that burns oil fuel. She doesn't want 7,000 odd tons. So it seems that the oil has come, for soon or the ships are late. Or it may be that someone overlooked the fact that whereas all the old China squadrons burned coal, all the new ships will burn oil fuel, and that while there is accommodation here for coal, the Naval Authorities have no receptacles for oil fuel. Evidently somebody at the Admiralty has blundered. It may be that his (or her) job to see that the ship has oil fuel and perhaps perhaps on the "his not to" clause of a line of action. Still if a squadron will be here sooner or later there are no tanks and no being erected. It will be an expensive job keeping oil ships lying about waiting till warships can take a few more tons of oil fuel.

This unbusinesslike job naturally puts the local Naval Authorities in a predicament. They know it is business keeping the oil on the ship, and consequently retaining the ship. They are also well aware how they would be "rushed" for steam. So up to date they have kept a ship, a big new vessel, in these times of a shipping shortage.

Meanwhile the salaries of the crew going on, there are establishing charges piling up, and other expenses incurred, and apparently must continue to be incurred. Just because of somebody's lack of foresight and action.

By the time that cargo of oil fuel is discharged, and the ship is back at a port ready to load again, it should be the dearest commodity of oil fuel ever bought by any concern, except perhaps by the same buyers, the Admiralty, that is to say the people.

It's pretty certain someone would be "fired" if this waste of shipping and money was perpetrated against any other body than the long suffering B.P.

Here is a clipping from a Home paper of similar interest. In view of the shortage of tonnage in the British Merchant Marine at the present time, and the number of masters and officers who are out of employment, the Mercantile Marine Service Association were much concerned by the report that certain standard ships, mainly oil tankers, were "laid up" in the Gareloch, and it was as a direct result of their representations that Mr. Wm. Seager had an interview with the Ministry of Shipping on the subject. Since then, matters have been developing, and Mr. Seager asked the Parliamentary Secretary to the Shipping Controller, in the House of Commons, whether there are at present 33 oil tankers laid up, and, if so, why they are not being utilised for carrying oil and other cargo to this country? Colonel L. Wilson replied that tank steamers, which are only of use for the transport of fuel oil, are at present laid up as a natural consequence of the cessation of hostilities. Steps are being taken to secure that these vessels shall be turned to the best possible account in the altered circumstances now obtaining. The Council of the association consider that this reply is far from satisfactory, as these vessels could be converted to carry grain, minerals or other bulk cargo, and should be put into commission as speedily as possible to relieve the shortage of tonnage, and to assist in bringing materials into the country.

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MESSAGERIES MARITIMES.

ITS IMPORTANT PART IN DEFENCE WORK.

LOSSES DURING THE WAR.

Now that the question of the merchant navy is regarded as one of the most important at the present time, it is not without interest, from a French point of view, to make a few observations on the contribution given by the company of the Messageries Maritimes to the National Defence, and the efforts it has made and is now making for the reconstruction and development of its fleet.

From the very beginning of the war, the company had all of its naval material put at the disposal of the Government, and the enumeration given here below of the steamers lost during the war points out eloquently the part played by the company in the work of national defence. Effectively, the Messageries lost not less than 25 steamers from 1914 to 1918, including 22 through enemy action, all of them in the Mediterranean: Ville de la Ciotat, of a gross tonnage of 6,375 tons; Magellan, 6,015 tons; Ernest Simons, 5,555 tons; Sonlay, 7,246 tons; Gange, 6,886 tons; Himalaya, 5,920 tons; Yunnan, 6,474 tons; Ananias, 6,075 tons; Mechanicien Donzel, 11,500 tons; Australien, 6,376 tons; Polynésie, 5,883 tons; Yarra, 4,182 tons; Calédonien, 4,180 tons; Nektar, 4,012 tons; Djennah, 3,921 tons; Karak, 6,826 tons; Portugal, 5,857 tons; Sinai, 4,624 tons; Mosoul, 3,471 tons; Memphis, 2,382 tons; Breton, 3,739 tons; Athos, 12,800 tons; and three others were lost through accident independent of the war, viz: Euphrate, 6,886 tons; Medor, 3,034 tons; Saghalien, 3,955 tons.

These 25 steamers represented a gross tonnage of 144,182 tons, out of a total of 385,404 the company had before the war, which means a loss of 42 per cent. If we do not take into account the steamers completed during the war. Most of these steamers were passenger steamers on the Indo-China and Far East lines.

The Messageries Maritimes did not rest satisfied with the heavy tribute thus paid to the war, but faithful to the glorious traditions of their past, and willing to continue to give the assistance always so generously rendered during the continental wars and colonial expeditions of the last fifty years, they liberally put at the disposal of the State all their workshops and dock yards of La Ciotat, for the manufacture of war material of all kinds from torpedoes and shells to the ammunition wagons and gun carriages, etc.

It may be mentioned by the way that throughout the war, the company had to work with a very reduced staff, many members of the administrations in Paris and Marseilles and the agencies abroad having been sent to the front; the list is long of those managers whom we gloriously felt for their country.

reconstruction and development.

When war was declared, the Messageries were carrying out the execution of a vast programme of naval constructions and the four steamers, André Léon, Portia, Athos and Spina, representing each an average tonnage of 12,500 tons were nearing completion.

With considerable difficulty, the company had these steamers completed. The Spina was at once taken by the French Navy as an hospital-ship; but the three other steamers, Athos, built in Dunkirk, Portia, in Bordeaux and André Léon in La Ciotat, were dispatched to the Far East, the last two in November 1915, and the last one in December 1915. Not only these, four steamers added to the French Navy a supplement of 50,000 tons, but they gave to the people abroad an example of the indomitable spirit of France at the very moment when Germany was making gigantic efforts in order to crush and enslave her.

But time came when all work of naval constructions had to be entirely stopped in the French dock-yards, all their activity, after arrangements passed between the French and Allied Governments, being strictly devoted to the making of war material. Unable to pass any further orders in France, and even to have completed the steamers already in way of being executed, the company was unable to make good its losses.

As a last resource, before the law was carried into effect preventing the transfer of steamers from one nationality to the other, the Messageries Maritimes were lucky enough to buy or have built for them in Japan the following steamers: Commandant Dorie, 8,700 tons; Mechanicien Donzel, 11,500 tons; and Dorville Pierre Brault, 11,500 tons, the company being anxious to name these steamers after members of its staff who had died on duty after some conspicuous action.

At the same time, and in conformity with the views of the French Government, the Messageries Maritimes had, jointly with the Compagnie Réunis, formed the Steamship Navigation Company called France-Indo-Chine, which actually possess four steamers, three of which are already running: Lieutenant Ménéciery built in America; and the Aden and Capitan, built in Japan, the first one of 8,000 tons, and the two others of 11,500 each. Both companies

PACIFIC SHIPPING.

PACIFIC MAIL GETS TWO MORE SHIPS.

The Pacific Mail S.S. Co. has been informed that the United States Shipping Board has allotted them the s.s. Westquana and Westconab for operation on the Pacific.

It is intended that these steamers shall call at the ports of regular service. The Westquana sailed from San Francisco on May 16 and was due to arrive in Yokohama on June 9. The Westconab was expected to sail from San Francisco on June 8. These steamers are, we understand, of the same type as the Westroca, which sailed from this port on June 7.

A CASE FOR SYMPATHY.

From ex-Lieut. Scooter, I.A.R.O., to the Army Pay Department.

I should be much obliged if you would accelerate the payment of my bonus—my address for the present is Grand Hotel, Calcutta.

Reply.
The matter is under reference—kindly notify any change of address.

From ex-Lieut. Scooter.
Have since removed to 2,626, Lower Circular Road.

Later.
Am now residing at 926, Lindsay Street.

A little later.
Please note change of address to 1,717, Bentinck Street.

After a time.
Kindly expedite—latest address 72, Chandni Chowk.

Finally.
C/o Little Sisters of the Poor Lower Circular Road, will always find me.

will greatly benefit by this new enterprise either for the strengthening of their common action or the increasing of their private fees.

A GLANCE AT THE FUTURE.
Now that war is over, the question of the merchant navy has become more acute than ever. France, which has suffered more than any other nation in this respect, if we take into account not only the tonnage she has lost, but her inability (all her efforts being bent on the manufacture of war material) to make good the losses; she has to depend upon herself to regain the place she has lost in the mercantile trade. Happily new factors are now intervening.

France has regained the annexed part of Lorraine with her rich coal and iron mines which will be a great asset for her industries. On the other side, public opinion, up to now rather indifferent, becomes more and more interested in the development of a strong navy; and it may be justly anticipated that through the co-operation of the ship-owners, shipbuilders and Government, a vast programme of naval constructions will be soon carried out. Here again the Messageries Maritimes are placed in a most favourable situation; owing to the dispositions already taken by them to stimulate this movement.

As far back as 1916, the company had given, on a long lease, to a new society then being formed, its workshops and dock yards of La Ciotat, where important works of extension are being carried out.

NEW LINES TO BE OPENED.
On the other side, this new society, called Société Provençale des Constructions Navales, in the administration of which the Messageries have a great part, as they had in its formation and the capital contributed, is actually completing the installation in Marseilles of important works for the repairs of steamers, and just now the new docks are actually being built. This will greatly assist the Messageries, as they will be sure to have their material entertained and renewed, with the least possible delay.

In spite of its losses and the repairs being executed on several steamers, over worked by an excessive service, the company has been anxious to see its flag represented, although with less frequency than before, in all the places where its steamers were plying when the war started.

And now, without waiting for the complete reconstruction of its fleet, gradually as new units are being completed, the company will extend its field of action by the establishment of new lines, concerning which particulars will be given later.

Recent statistics showed that the French mercantile navy is now reduced to the fifth rank, and it is only natural that France should be anxious to regain the place she has lost. The National Company of the Messageries Maritimes will spare no efforts and sacrifice to help the Government, considering itself sufficiently rewarded if, by the systematic increase of its commercial fleet, it has contributed to further promote the interests of a plus grande France.

AN ARMED ROBBERY THAT DIDN'T.

AND A WOMAN WHO DID.

The Hillier Street "armed robbery" reported in yesterday's issue of the China Mail has developed into an interesting story. The affair never took place. It appears that the woman who made the report was the wife of a man who finds joy in spending all his time and money where the alluring lights of West Point shine. Finding the husband incorrigible, the wily wife devised the scheme to cure him. She thought a story of armed robbers visiting her at night would make him stay at home. She must have a high opinion of his courage.

FISHERMAN'S FORTUNE.

Quite a treasure casket was found in the possession of two Chinese fishermen belonging to fishing junk No. 17 yesterday, in Aberdeen, in the shape of 1250 taels of non-Government opium estimated to be valued at over \$18,000, which were found by the Police in the junk.

Produced before Mr. R. O. Hutchison on a charge of illicit possession the men were represented by Mr. Lyson of Messrs. Goldring and Phillips, who pleaded not guilty to the charge, and applied for a remand on the ground that he required more complete instructions.

Hearing was adjourned for Tuesday.

\$1,300 JEWELLERY STOLEN.

The master of a Chinese firm in 222 Queen's Road, second floor was victimised yesterday morning to the extent of \$1,300 in jewellery which was believed to have been stolen from the place between the hours of two and six in the morning. A foki who was said to have awakened in the early hours of the morning is suspected and is under detention.

THE FIRST STREET MURDER.

The Chinese alleged to have murdered a compatriot in First Street recently, over a woman, was again remanded till June 21. He will probably be committed for trial at the next Sessions.

INTER-ALLIED COMMERCIAL CONFERENCE.

ITS CHAIRMAN.

A member of the China Mail staff had several talks with Sir John Randles during war time. He is one of the few Unionist Members who understand the labour trouble from both sides. He began his Parliamentary career by defeating the famous teetotal baronet, Sir Wilfrid Lawson. Lady Randles is a charming hostess.

The Commercial Committee of the House of Commons, of which Sir John Randles is chairman, are now completing their arrangements for the Brussels Conference of the Allied Parliaments. There will be thirty delegates from England, and as many from Italy and France. Japan is sending fifteen delegates. They are already on their way from Tokyo and on their arrival they will be entertained by the House of Commons Commercial Committee.

Sir John Randles, who as chairman is one of the presidents of the Conference, has put down a resolution to be discussed at the Conference on the importance of co-ordinating commercial law as between all members of the League of Nations and the desirability of removing all small restrictions which interfere with commercial intercourse between different nationalities. It is obvious that a uniform code of commercial law, for example as to the recovery of debts, contracts, and so on, would greatly facilitate international trade.

He has also drafted a resolution suggesting that the League of Nations should meet at Brussels, but this question will probably be decided before the Commercial Conference meets.

HUMILIATED GERMANY.

BISHOP AND POPULAR CLAMOUR.

Speaking at Farnham, at a gathering to welcome home discharged soldiers, the Bishop of Winchester said: "Is there not a real danger of settling back after the war, where such noble and unselfish things have been done, into a life which is not noble and not unselfish? I seem to clamour for the most that we can possibly get out of poor, starved, trampled, humiliated Germany. Perhaps it might be right and fair and just to lift much of the burden of the war off the shoulders of our own working people, and so on. It cannot be called itself a noble or unselfish thing if we ask for the Kaiser's head. It is not a noble or unselfish thing to do so."

SIR ALBERT STANLEY AND THE GATTIE SYSTEM.

DID HE OR DID HE NOT?

The following extract is from the annual report of the New Transport Co., Ltd.:

It was on this occasion that Sir Albert Stanley stated that he had made an offer to the New Transport Co. to experiment with the Gattie system at the State expense. The directors wished the shareholders to understand most unequivocally that this statement was absolutely untrue. The only basis it could possibly have was that Mr. H. G. Chancellor, M.P., had a conversation with Mr. Morniman, one of your directors, at the instance of Sir Albert Stanley, but Mr. H. G. Chancellor was at pains to explain that what he said was entirely unofficial.

Sir Albert Stanley has never made the New Transport Co. an offer of any kind whatsoever, and Mr. Gattie on behalf of the company has published an emphatic denial. This has been extensively circulated. To this denial Sir Albert Stanley has made no answer.

We much regret to learn that the death occurred on board the Newalia of the baby son of Co. Q.M.S. and Mrs. Talfourd. Mrs. Talfourd left Hongkong for home, her husband, who is in the 88th Co. R.G.A., being unable to go owing to military reasons. We understand Mrs. Talfourd has left the ship and is coming back to Hongkong.

TO-DAY'S NEW ADVERTISEMENTS.

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and yet everyone perfectly

COOL AND COMFORTABLE.

This was the position last night

AT THE CORONET

The thermometer in the eighties, yet no one

complaining of the heat!

AND WHY?

Because we have now installed

SIX EXHAUST FANS

Supplying every member of the audience with

twenty cubic feet of fresh air every minute.

CAN YOU BEAT IT?

"MICKY"

the picture you will never forget!

LESS THAN \$24 A MONTH!

Can You Save It? It Means (Age 30):
\$1000, If You Die; \$1000, To You at 55, If You Live.

LIBERAL PROFITS IN ADDITION.

THE SUN LIFE ASSURANCE CO. OF CANADA.

F. M. WELLES, Manager, 12, Des Voeux Road, Central, Hongkong.

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Will all WHOLESALE orders promptly at lowest cash prices of all American Goods, including:

Chemicals, druggist sundries, and perfumery. Steel machinery and hardware. Automobiles, trucks and carriages. Books and stationery; earthenware and glassware. Boots and shoes and leather. Pilegoods, drapery and millinery. Typewriters and modern office equipment. Photographic and optical goods. Provisions, wines and liquors, etc., etc., etc.

Commission 2% to 5% and all trade and cash discounts allowed. We also can make special C.I.F. quotations. Sample shipments made from \$50 upwards. Consignments of raw products sold against cash advances.

INTERESTED PARTIES WILL PLEASE COMMUNICATE WITH OUR REPRESENTATIVE.

Mr. L. H. HYMAN, now at the Hongkong Hotel, and arrange to inspect our complete line of samples and catalogues.

SAN FRANCISCO TRADING CORPORATION.

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LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A NEW STOCK OF



TRIMMED
HATS
FOR GIRLS

OF ABOUT 2 TO 12 YEARS.

ALL SIZES IN

DRESSES, PETTICOATS, KNICKERS,
UNDERVERSTS, SOCKS, ETC.

"MATTAMAC" COATS
FOR LADIES AND GIRLS
THE LATEST WATERPROOF MADE.

LANE, CRAWFORD & CO.

NEW MUSIC

"HONGKONG" - - - - - ONE STEP.
POOR BUTTERFLY - - - - - FOX TROT.
A LITTLE BIT MORE - - - - - "
YOU AND I - - - - - "
HAWAIIAN BUTTERFLY - - - - - "
ETC., ETC.

THE ANDERSON MUSIC COY. LTD.
14, DES VOEUX ROAD. TEL. 1332.

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For Constipation, Liver Disorders and Bilious Complaints

AQUAPERIA.

BRITISH APERTIENT MINERAL WATER.

BOTTLED AT
HARROGATE SPRING, ENGLAND.

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14, Queen's Road, Central. Telephone No. 1877.

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SPECIALLY SELECTED BURGUNDY.

WINE GROWERS TO H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.
" " 2 doz. Pints " \$21.

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P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON.

Via STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NEURALIA"		30th June	8th July

FOR BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	8th July	28th July

FOR CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ABRATOON APCAR"		3rd July

FOR SHANGHAI AND KOBE.

S.S.	Leave Hongkong about	Shanghai only
"JAPAN"	19th June	
"DUNERA"	24th June	

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—
MACKINNON, MACKENZIE & CO., Agents.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Panama
on 26th June.

For freight and further particulars apply to

DODWELL & CO., LIMITED,
AGENTS.

NATAL LINE OF STEAMERS.

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.

Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS.

BORNEO MARU on 15th July.

HOKUTO MARU on 27th July.

For JAPAN PORTS.

HOKUTO MARU on 21st June.

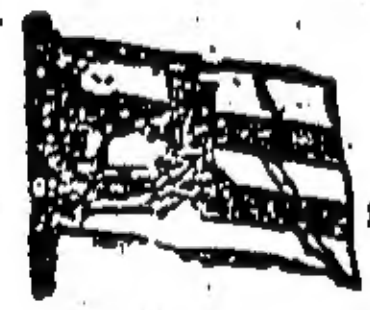
RION MARU on 4th July.

BANDU MARU on 28th July.

BORNEO MARU on 28th Aug.

HOKUTO MARU on 9th Sept.

For freight or Passage apply to DODWELL & CO., LTD., Agents.



O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

ANDER MARU Saturday, 19th June.

ALTAI MARU End of July.

* Call Marseilles.

SINGAPORE & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

SIAM MARU Wednesday, 18th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE.

HAWAII MARU Wednesday, 26th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU Wednesday, 18th June.

SAIGON, HANGKOW, SINGAPORE—Regular monthly service.

SHISEN MARU Wednesday, 2nd July.

SYDNEY, MELBOURNE—Monthly service calling at AUSTRALIA, N.Z., and ADELAIDE.

KURO MARU Wednesday, 8th July.

VICTORIA, VANCOUVER, SEATTLE, CACOMA.

Regular fortnightly service touching at intermediate ports in Japan and

taking cargo to OVERLAND POINTS U.S. in connection with Chicago,

Milwaukee and St. Paul Railway.

MEXICO MARU Saturday, 21st June.

HAI PHONG—Three times a month service.

DAITOKU MARU Sunday, 15th June.

JAPAN PORTS—KOBE.

KEELUNG, TAKAO VIA SWATOW, AMOY.

ROSHU MARU Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

KAIJO MARU Sunday, 16th June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to

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All the News of Hongkong and the Far East.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	NO. 1115
SHANGHAI & TSINGTAO	YINCHOW	June 15, Daylight
WEIHAIWEI, CHEFOO & TIENTSIN	KUICHOW	June 15, Daylight
SWATOW & SINGAPORE	LIAN	June 15, at Noon
SWATOW & BANGKOK	CHANGCHOW	June 17, at 11 a.m.
SHANGHAI	SINKIANG	June 17, at Noon
SHANGHAI	SUYARE	June 18, at Noon
MANILA, CEBU & ILOILO	YAKING	June 21, at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation and electric light and fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(thrice weekly) and Taiping (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SHANGHAI	HONGKONG	SUNDAY, June 15, Daylight
SHANGHAI	KUICHOW	TUESDAY, June 17, at 3 p.m.
SHANGHAI	TUNGSHING	FRIDAY, June 20, Daylight
TIENTSIN	CHONGSHING	FRIDAY, June 20, Daylight
MANILA	YUENSANG	FRIDAY, June 20, at 3 p.m.
SHANGHAI & CALCUTTA	NAMSANG	FRIDAY, June 20, at 3 p.m.
ROBE	FOOSHANG	WEDNESDAY, June 26, at 4 p.m.
MANILA	LOONGSANG	FRIDAY, June 27, at 3 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang. Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.

HAI PHONG LINE—Sailings approximately weekly for passengers and cargo, calling at

Hanoi, Haiphong, and other ports in Indo-China.

BORNBO LINE—One sailing per month between Hongkong and Batavia by a steamer having

up-to-date accommodation for passengers and cargo.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and

Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony

(for Straits Settlements), are required to produce an actual admission passport with their

Photographs and description attached thereto.

For Freight or Passage, apply to—

THE GENERAL MANAGERS

JARDINE, MATHESON & Co., Ltd.

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Fifth Floor, Hotel Mansions.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about July 2nd.

For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" About August 1st.

"WEST HEMATITE" About August 10th.

For SEATTLE, TACOMA, PORTLAND.

"WEST CELINA" About August 15th.

FOR FREIGHT AND PARTICULARS APPLY TO:

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TOYO KISEN KAISHA

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FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

FERSIA MARU 9,000 18th June at 10.30 a.m.

KORRA MARU 20,000 25th June.

NIPPON MARU 11,000 7th July.

*TENYO MARU 24,000 20th July.

*SINERIA MARU 20,000 28th July.

SHINYO MARU 20,000 13th August.

* Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, COLON,

CALLAO, ABECA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

KIYO MARU 17,800 July 14th.

ANYO MARU 15,500 Sept. 10th.

SEIYO MARU 15,500 Nov. 4th.

* Passengers are interchangeable with the Canadian Pacific Ocean Services, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,

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CANADIAN PACIFIC
OCEAN SERVICES LIMITEDTHE CANADIAN PACIFIC RAILWAY COMPANY
announce the augmentation of the present double daily
train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted
to First Class Sleeping Car passengers and will consist entirely
of "Compartment" Observation and Standard Sleeping cars,
Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7, 1919.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. A. H. Stewart	TUESDAY, 17th June at 1 p.m.
HAIPHONG	Capt. J. W. Evans	FRIDAY, 20th June at 1 p.m.
QUINNEBAUG	Capt. Medina	TUESDAY, 24th June at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,800 tons, American Registry).

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SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" August 19th 1919.

"CHINA" July 2nd, 1919.

AN UNPARSED HIGH CLASS

PASSENGER SERVICE.

C. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, 100 House Street.

Tel. 1394.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with: FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

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MANAGING AGENTS.

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

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For STEAMERS

Subject to change without notice.

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Koninklijke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 17th June to—

SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1674.

Agents.

NEUTRAL PROFITEERS.

By Herbert Vivian in the Daily

Mail.

The war, like a long lawsuit, has
broken all the litigants, but instead
of going to the lawyers the profits
have dropped into the pockets of
neutral States who neither worked
nor even talked for their refiners.
Amateur financiers are proposing to
confiscate by taxing the whole of the
legitimate profits made by our traders
and manufacturers, directly or in-
directly, out of the war; but surely
it is only fair to ask the onlookers to
pay first for the advantages they
derived from an ing most of the
game.After all, our profiteers were risking
something. If we had lost the war, they
would not only have been reduced to
serfdom like everybody else, but also
would have had to give up their
actual and prospective profits as part
of the indemnity to Germany.Neutrals, of course, would have
been tied to the German chariot-
wheels and would have shared in the
general collapse of civilization, and
they may well be asked to show their
gratitude for their escape in a practical
way. But their inflated capital would
not have been threatened.Having visited Scandinavia during
the war, I may mention what hap-
pened in those typical neutral lands.
At the outset, every possible thing
was feverishly imported from Eng-
land and America, not for the needs
of the population but to be exported
at a huge profit to our enemies. And
the Scandinavian countries, being
convinced that hostilities could not
last long, deliberately denuded them-
selves of foodstuffs, raw materials,
and almost every necessary in order
to make quick profits at the expense
of the Allies. Diplomats have told
me the war was thereby prolonged
for at least two years; so the
neutrals were punished for their
miscalculation after we came to our
senses and established a blockade.They were indeed almost like a
starving man with a bag of diamonds
in the desert. Never have I tasted
anything quite so nasty or unsatisfy-
ing as the wood-pulp bread which
was doled out with infinite reluctance
in Sweden. There was no tea or
coffee at all, and scarcely any cotton.
A friend of mine was glad to pay 28
for a bottle of whisky at Haparanda,
and the simple life in hotels never
cost me less than £40 a week.Of course prices did not matter at
all to the natives, but they suffered
real privations. Wood-choppers and
street-sweepers received at least £12
a week. I heard of a page-boy at the
Grand Hotel, Christiania, who rose to
gambling in thousands on shipping
shares. A broker's clerk came for
confirmation of a specially big deal
and was told no one named Jensen
was staying there. Then the boy
came forward and cried, "I am Mr.
Jensen. This firm is acting for me."
It must be remembered that the
huge freights of neutrals were only
made possible by the sacrifices of
the British Navy. And if it be re-
ported that neutral profiteers cannot
be made to pay, I suggest that an
entrance fee can be required for
admission

SHIPPING

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

TO STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
NEURALIA		30th June	8th July

FOR BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DUNERA	8th July	25th July

FOR CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta 3rd July
ARRATOON APCAR		

SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai and Kobe, Shanghai only.
JAPAN DUNERA	10th June 24th June	

Tickets Interchangeable. P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company. Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Calcutta. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. For Further Information, Please Refer to Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMA MARU ... Sunday, 22nd June, at 11 a.m.
KATORI MARU (calling Manila) ... Sunday, 10th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU ... Friday, 13th June, at Noon.
TAMBA MARU ... Friday, 27th June, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 25th June, at 11 a.m.
NIKKO MARU ... Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU ... Saturday, 14th June, at 3 p.m.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ... Sunday, 16th June, end of June.
SEINRYU MARU ... Sunday, 16th June, end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU ... Wednesday, 24th June, 19th July.
CALCUTTA MARU ... Saturday, 19th July.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Thursday, 10th June, at 11 a.m.
AKI MARU ... Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... Tuesday, 17th June, at 11 a.m.
TOYO MARU, No. 2 (Kobe direct) ... Thursday, 19th June, at 11 a.m.KITANO MARU ... Monday, 23rd June, at 11 a.m.
SHIMBU MARU ... Saturday, 28th June.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc).

For further information apply to - NIPPON YUSEN KAISHA. S. YASUDA, Manager. Telephone Nos. 292 & 293.

THE KWONG HIP LUNG CO., LTD.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 45, Cross Street, ROBINSON, Hongkong. Telephone No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 8.
Estimates furnished on application. WONG PING WA, Manager. Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Perla Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Korea Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan, &c.	Yamashita Maru	Yamashita Kisen Kaisha	On 18th June, at Noon.
San Francisco via Shanghai, Japan, &c.	China Maru	China Mail S.S. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan, &c.	Nanking	China Mail S.S. Co., Ltd.	On 18th June.
Seattle, Tacoma, Victoria & Vancouver.	Western Knight	The Admiral Line	About 1st August.
Victoria, Vancouver, Seattle & Tacoma.	Mexico Maru	Oakland Shoen Kaisha	On 21st June.
Victoria B.C., & Seattle via Sitka, &c.	Yamashita Maru	Yamashita Kisen Kaisha	On 21st June.
Vancouver via Shanghai, Japan, &c.	Empress of Japan	Canadian O.S. Co.	On 22nd June, at 11 a.m.
Vancouver via Shanghai, Japan, &c.	Empress of Russia	Canadian O.S. Co.	On 25th June.
Manila, Cebu & Iloilo	Taming	Butterfield & Swire	On 10th July.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 22nd June, at 3 p.m.
Australian Ports via Japan	Kiyo Maru	Butterfield & Swire	On 22nd June, at 11 a.m.
New York via Panama	Burgade	Dodwell & Co., Ltd.	About 28th June.
New York via Suez	Evergreen Castle	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 17th June, at 11 a.m.
Shanghai, Kobe & Yokohama	Sado Maru	P. & O. S.N. Co.	On 18th June.
Shanghai & Kobe	Japan	Jardine, Matheson & Co., Ltd.	On 18th June, Dlight.
Shanghai	Hopewang	Butterfield & Swire	On 17th June, at Noon.
Shanghai	Sukiang	Oakland Shoen Kaisha	On 18th June.
Haiphong	Daitoku Maru	Jardine, Matheson & Co., Ltd.	On 20th June, Dlight.
Straits	Cheongshing	Jardine, Matheson & Co., Ltd.	On 20th June, at 1 p.m.
Keelung via Swatow and Amoy	Namsang	Jardine, Matheson & Co., Ltd.	On 17th June, at 10 a.m.
Swatow, Amoy & Foochow	Reijo Maru	Douglas Laipail & Co.	On 17th June, at 1 p.m.
Manila	Haluan	Jardine, Matheson & Co., Ltd.	On 20th June, at 3 p.m.
Java	Borneo Maru	Dodwell & Co., Ltd.	On 18th July.
Singapore & Calcutta	Kumsang	Jardine, Matheson & Co., Ltd.	On 17th June, at 3 p.m.
Singapore, Colombo & Bombay	Dunera	P. & O. S.N. Co.	On 18th June.
Bombay & Colombo via Singapore	Kosoku Maru	Toyo Kisen Kaisha	End of July.
London via Suez, Panama &c.	Alai Maru	Nippon Yusen Kaisha	On 27th June, at Noon.
Mauritius, Delagoa Bay, Durban	Kamba Maru	Nippon Yusen Kaisha	On 28th June.
	Kawaii Maru	Oakland Shoen Kaisha	

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
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SODEGAURA MARU.
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REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
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and/or
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For Particulars Please Apply to -
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Tel. No. 140 & 155.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA"
From SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 16th at 10 o'clock.

All claims must be presented with in a month of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 18th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
Alexandra Buildings,
J. ORAM SHEPPARD,
Acting Agent.
Hongkong, June 11, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship
"PERSEA MARU,"
STEAMER ARRIVED FROM SAN FRANCISCO, JAPAN PORTS, Friday 13th June.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignee's risk.

Storage charges will be assessed on cargo remaining undelivered on and after Saturday, June 21st.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, June 20th, at 10 a.m.

No claims will be recognized after the goods have left the steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAI GO,
Manager.
Hongkong, June 13, 1919.

NOTICES TO CONSIGNEES

THE KAILAN MINING ADMINISTRATION.

NOTICE TO CONSIGNEES.

THE Steamship
"KAIFING,"
FROM SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 21st inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, June 10, 1919.

OCEAN TRANSPORT CO.
NOTICE TO CONSIGNEES.

THE Steamship
"KISHUN MARU,"
From JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, June 13, 1919.

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer Dunera carrying His Majesty's Mails will be despatched from this port on or about 8th July taking Cargo for the above ports. Passengers accommodation in the connecting vessel is secured when available before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the onerary steamer for Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. apply to

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong.

KWONG SANG & CO.

51, 52 & 53 Connaught Road Central.

Ship-Chandlery, Metal and Coal Merchants, Sailmakers, Provisioners, Contractors, Riggers and Surveyors. Engineers' Tools. Estimates on application. Tel. office 524 and 525. Godown 742.

MITSUBISHI SHOKAI KAISHA, LTD.

(Mitsubishi Trading Co.) COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTARE, KIRIHARA, YOSHIOHARA, HOJO, HAMAMOTO, SATO, KANADA, SHINHEI, KAMITAMADA, BIRAI, and OYUJARI COAL MINES. Agents for SAKITO COAL.

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Cable Address: Hongkong: "IWASAKI". Canton, Haiphong: "IWASAKI". Codes: - A. I. B. O. 5th Ed. Western Union and Bentley's.

Agency for - THE OSAKA MARINE & FIRE INSURANCE CO., LTD., OSAKA.

For Particulars, apply to - S. HAYAKI, Manager. No. 14, Pedder Street, Hongkong.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Editions, Western Union, and Watkins.

Dock Owners Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	WATER
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RAILWORK
No. 1 Dock, Kowloon .. 170' .. 100' .. 12' .. 12' .. 12'

No. 2 Dock, Kowloon .. 170' .. 100' .. 12' .. 12' .. 12'

No. 3 Dock, Kowloon .. 170' .. 100' .. 12' .. 12' .. 12'

Patent Slip, No. 1, Kowloon .. 170' .. 100' .. 12' .. 12' .. 12'

TAIKOKTUI
Consolidation Dock .. 170' .. 100' .. 12' .. 12' .. 12'

ARENDAEN
Hope Dock .. 170' .. 100' .. 12' .. 12' .. 12'

LAUREN Dock .. 170' .. 100' .. 12' .. 12' .. 12'

Telephone No. K. 55.
HEAD OFFICE: KOWLOON.
Address Enquiries to the Chief Manager.

SHIPPING

PACIFIC MAIL S.S. CO.

U.S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 Tons each.

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most comfortable route to America and Europe.

Sailings from Hongkong at Noon.

U.S.S. "ARCHER" - Sailing for Vladivostok, Seattle, San Francisco and New York on or about June 14th.

S.S. "VENEZUELA" - WEDNESDAY, June 18th.

S.S. "ECUADOR" - WEDNESDAY, July 16th.

S.S. "COLOMBIA" - WEDNESDAY, Aug. 13th.

These Steamers have the most modern equipment including overhead electric fans and electric lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules, etc., apply to COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

TELEPHONE 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
Sailings - To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

Sailings - S.S. "SUI TAI" to Macao daily at 8 a.m. (Sundays 9 a.m.) S.S. "SUI TAI" to Macao daily at 3 p.m. (Sundays 3 p.m.) S.S. "SUI TAI" from Macao daily at 2 p.m. (Sundays 4 p.m.) S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays 8 a.m.)

Further information may be obtained at the Consignee's Office, Hotel Mansions, or from Messrs. Tso, Cook & Son, Booking Agents, Hongkong.

FOR NEW YORK.

"BLUE FUNNEL" LINE.

S.S. EURYADES for New York via Panama, on July 5th.

For Freight and further particulars, apply to

BUTTERFIELD & SWIRE, Agents.

JAVA PACIFIC LYN.

For SAN FRANCISCO Direct.

S.S. "BINTANG"

Will be despatched as above on or about

JULY 20th, 1919.

For freight apply to -

JAVA-CHINA-JAPAN-LYN, AGENTS.

HOO CHEONG WO & CO.

SHIP-CHANDLERY, HARDWARE, METALS, AND ENGINEER ROOM EQUIPMENT.

Moderate Charges. Estimates Free.

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IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

EARLIER TELEGRAM.

(Reuter's Service to the China Mail.)

(Continued from Page 1.)

AUSTRALIA HAS NAVY.

LONDON, June 6th.
The Government has handed over the destroyers *Anzac*, *Swordsmen*, *Taitoe*, *Shahwar*, *Success* and *Tasmania* to Australia.
The *Anzac* is a squadron leader. The others are destroyers of the latest type.
The terms on which these were handed over have not been disclosed. The Australian Navy will man and maintain them.

KOLCHAK HEDGES.

NOT A DEMOCRAT.

PARIS, June 6th.
General Koltchak's reply to the Allied Note has been received. It is, in the main, satisfactory, but he makes reservations as regards the Allied insistence on the convocation of a Constituent Assembly and the recognition of the independence of the new States formed out of Tsarist Russia with the approval of the Allies.

BRITISH TANKS IN SOUTH RUSSIA.

LONDON, June 6th.
The War Office announces that British tanks have been in action in South Russia with very effective results.

BOLSHEVIST WAR.

ANOTHER RED DEFEAT.

EXETER, June 6th.
In the upper reaches of the Sar River, General Uthoff, commanding the left column of the Bolshevik Tenth Army, consisting of a division and a brigade of infantry and a division of cavalry, General Uthoff took the whole infantry division prisoner, and captured a score of guns, many machine guns and all the supply trains.

FRENCH STRIKES SERIOUS.

PARIS, June 4th.
A Havas message says:
The strike situation in France is assuming vast proportions in Paris. The subway workers, and the auto-bus and tramway employees are stopping work, thus paralyzing traffic.

The Prefecture of Police estimates the number of strikers at 80,000, but the Secretaries of the Trade Unions insist that 250,000 would be a more correct computation of the strikers in the city and suburbs.

PARIS, June 6th.
A number of Municipal Councilors have appealed to the population to remain calm, as the strike negotiations are proceeding in a very orderly fashion.

PARIS, June 6th.
The coal mines dispute in the department of Nord and Pas de Calais has been settled.

GOVERNMENT WON'T ALLOW POLICE UNION.

TOO MUCH LIKE BOLSHEVISM.

LONDON, June 6th.
In the House of Commons, Mr. E. Shortt, who asserted that the Police Union had broken the agreement entered into in August, and was associated with an extremist policy, stated that the Government had definitely decided that the present state of things could not continue. The Government would set up a statutory body under which every policeman would be entitled to take his grievance to the highest authority. The members of the Force would be called from the Police Union. The men insisting on remaining would cease to be policemen.

UNDEFINED POLICY IN RUSSIA.

LONDON, June 6th.
In the House of Commons, on the motion for the White Paper on the Russian situation, Sir Donald Maclean opened the debate on the present situation as regards the peace terms also on the question of British and Allied military operations in Russia. Apart from the unavoidable action in the Archangel and Murmansk regions, he contended that it was a huge mistake to continue with the present undefined policy of intervention there.

THE BLOCKADE OF GERMANY.
He liked to ask whether the import of food into Germany was unrestricted. Mr. Cecil Harcourt, interrupting, said that very large quantities of food were being sent there by the Supreme Economic Council. Any country might send food there, and could receive goods from Germany. Allied countries were, however, at present forbidden to trade with Germany in certain commodities, but the import of food was not limited, except to the extent of Germany's capacity to pay.

Sir Donald Maclean, concluding, hoped the blockade would be removed as speedily as possible.

CRICKET.

AUSTRALIANS BEAT THE M.C.C.

LONDON, June 6th.
At Lords, the Australians beat the M.C.C. by ten wickets.

SILVER.

LONDON, June 6th.
The silver market is quiet.

CHAMBERLAIN'S PAIN BALM.

A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household it is just such an embolism as every family should be provided with. For sale by All Chemists and Storekeepers.

CHAMBER OF COMMERCE.

The fortnightly market report included these items:

Cotton piece goods and fancy cotton goods.
During the interval a considerable business has been done in Staples and Fancies. The Manchester Market is very strong and prices are advancing daily. The latest quotation for Cotton is 20.45.

Cotton yarn. Business was restricted owing to short supplies. The low rate ruling for the Rupee Exchange and the scarcity of spot cargo have caused prices to improve further to the extent of 7/10.

Quotations are: No. 10s at \$200/233, No. 12s at \$212/234, No. 16s at \$258/270, No. 20s at \$260/285. Arrivals 7,500 bales. Sales 3,000 bales. Shipments Nil. Unsold stock 2,000 bales. Bargains 28,000 bales. Woollens. Very quiet.

Raw Cottons.—There is nothing to report and the market is bare of stock. Quotations are nominal. Indian \$43/53. Chinese staple \$44/45.

Metals.—There has been almost an entire absence of business during the last fortnight. Quotations for rails for arrival have been given out at lower rates without attracting buyers. Locally prices are much the same with the exception of Tinplates, which are firmer at about \$13 to \$15.

FLOUR MARKET REPORT.

Stock: About 200,000 sacks.

Quotations:—

American Patent \$3.85 per sack

" Cut off "

" Straight "

Japanese 2nd Patent "

" 3rd Patent "

" Straight "

Shanghai Flour 2nd 2.85

" 3rd "

Australian No. 1 3.00

" No. 2 2.75

" No. 3 "

Sundries and coals. Market steady.

China, India and Straits Produce.

Market strong and active at heavy advances, prices continuing to rise.

HONGKONG DOCKYARD'S FUTURE.

Once again the future of Hongkong Dockyard has become the centre of much local interest and certain of the projects initiated before the war are now likely to be taken actively in hand. These comprise the transfer of the Dockyard to a more suitable base. The vacated space would be of great value for private enterprise. The Dockyard at present blocks the construction of the proposed motor road all round Hongkong, which would be a great factor in the development of the colony from a visitor's point of view. The possibilities of Hongkong as a large shipbuilding centre have been demonstrated during the war. At the neighbouring private yards large vessels and small ones to a considerable number have been built and engaged practically complete, and the removal of the Dockyard would permit of the provision of a yard more on the lines of those at home. The south side of the island will during the present year be developed by the addition of a large hotel and the completion of the motor road from the city.

BANK OF SCOTLAND LOSES BAWBEES. \$200,000 DEFICIENCY.

There is a most remarkable statement in the annual report of the Bank of Scotland, "Since the present Treasurer assumed office," the report states, "the investments and loans have been subjected to a scrutiny, the most searching nature; and the Directors are of opinion that the provision has now, by the withdrawal of \$200,000 from the reserve fund, been made to meet all contingencies. None of the Bank's business requiring any special provision has been initiated during the term of office of the present Treasurer."

Mr. John Rae, the present Treasurer, was appointed to that office in 1917, having previously been joint general manager of Parr's Bank.

For the past year the net profits of the bank, which was constituted by Act of the Scottish Parliament 224 years ago, amounted to £312,300, against £285,500 for the preceding year. A sum of £10,000 is again written off bank premises, but the appropriation for contingencies is increased from £100,000 to £135,000. A dividend of 16 per cent. is declared for the fourth year in succession. For each of the two years preceding the war 20 per cent. was paid.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy can always be depended upon. For sale by All Chemists and Storekeepers.

SCOTTISH LETTER.

WAR SERVICE HONOURS.

[From Our Own Correspondent.]

April 30.

It is difficult to understand why the issue of the New Year Honours should have been deferred so long. There is nothing to explain it; and unless the deleterious caused the trouble, it is rather curious that so much mystery should have enshrouded the list. A good feature is the practical absence of awards obviously made for political ends. The intention clearly is to recognise public service rendered in connection with the war by men who have not won honours, and in this respect the Prime Minister is more successful than in some previous instances.

There are two new Scottish Peers, Sir Thomas Dewar, brother of Lord Forteviot, and the Hon. Thomas Cockburn of Crawford Priory, Cuper. Popular interest centres, of course, in the Knightship conferred upon Harry Lauder, the comedian. He has done a vast amount of work during the war, especially in connection with a fund for disabled fighters. He lost his only son in one of the battles in Flanders.

Other Scottish honours are the Knightships for Lieut.-Col. Joseph M. Cotterill, the well-known Edinburgh surgeon; Mr. William Ridge-way, a former Gifford Lecturer in Religion, Aberdeen University; and Councilor William Martin, Glasgow, who will nevertheless continue to be called "Lieutenant" Martin, an honourable by-name earned by his work on behalf of the great Institution.

SIR HARRY LAUDER.

At the age of ten, Sir Harry Lauder got his first job—and kept it for a day. It was picking strawberries. Next he was messenger-boy to a cartwright, and on the death of his father was a half-timer in an Atholshire farm, where he earned 2s. a week. It was at this time he made his first appearance on the stage, winning first prize in an amateur competition. Then he became a miner, and in impromptu pit assemblies gained the reputation of a "great voice." He worked at Eddlewood Colliery, where he acted as a tapper, opening and shutting the air course doors as the ponies and hutes passed. In due time he was promoted to be a pony driver. His first professional booking was at Greenock, where he received £8 for a week's show. "Of my first £28 I bought a coat with an American collar," says Sir Harry, "and I wouldn't have called the Prince of Wales my uncle." A six weeks' tour followed, when he filled the parts of comedian and baggage manager. After several tours the young comedian set out for London. None of the agents or managers would look at him; but he got a chance ultimately as a "fill-up" turn. Immediately he made a pronounced hit. "Tobermory," "Stop yer tickling," and "The Saltiest of the Family" brought London to his feet. It is difficult to say which has been Sir Harry's most popular song. But general opinion favours, in addition to the above, "She's me daisy," "I love a lassie," "Rounnin in the Gloamin'," and "When we parted on the shore."

A SCOTTISH NOVELIST.

That well-known writer, Mr. Frederick Niven, has just sent out a new novel called "The Lady of the Crossing." He is a thorough Scot, though tempered by a cosmopolitan training. His father was a Glasgow man, but himself was born at Valparaiso. He received his scholastic training—always a small part of any education—at Hutcheson's Grammar School, Glasgow. Perhaps the best part of his education was received when he worked with pick and shovel at the making of the Canadian Pacific Railway. One gathers from his intimate talk that his varied experiences have given him somewhat broad, or shall we say extreme views on social life, and that at present they are not very far removed from those of Mr. Robert Smiley, the miner's leader. During the war Mr. Niven worked in several Government Departments, including the Ministry of Information.

A DUNDEE NOVEL WANTED.

Mr. Niven's novels have had Edinburgh, Glasgow, and Dundee as their headquarters. Aberdeen remains for treatment by his pen. The real Dundee novel, however, according to Mr. David Hodge, yet remains to be written. It will deal with the whalers, who annually sailed, amid showers of oranges and horse-shoes, away to the dark Arctic. They caught an occasional whale; more frequently of late years they caught nothing at all, save a big desire to return to their families in Dundee and the comforts of the public-houses of Dock Street. This field remains unexploited by the men who make novels—the women writers would be out of it. Yet what more hopeful ground could there be than that of the seemingly prosaic Dundee men who lay around the city in winter, and set out, lightly charged with hope, in the early spring, away to the Northern waters where the whales disport in uncharted seas? The idea is full of romance, though perhaps it is not easy to couple the Scouringburn in the romance. And the story should deal with the lives

THE SUTHERLAND ESTATES.

Nearly 70,000 acres of the Duke of Sutherland's estates in the North, comprising fanned grouse and deer shootings, have been sold by public auction, there being keen bidding for some of the lots. The names of the purchasers are not disclosed, except in the case of Helmsdale and Nairdale; the new proprietor of which is Mr. Sutherland, of Cardiff, a native of Helmsdale.

ARMY SLANG FOR TEA.

In the correspondence columns of the

Scottish press an interesting discussion is taking place about the origin of the slang words used by our Army in Flanders. One of the correspondents claimed the word "cha," tea, for India. This is contested by "C.M.C.," who writes,—"Cha" is the North-China word for tea. In South China the name is 'tay.' The first manufactured tea came to India from North China, and to us from Amoy, hence the difference of name. As first the name was pronounced as in China, 'tay,' and Pope, in his reference to Queen Anne, makes it rhyme with 'obey.' THE FUTURE OF THE KILT.

Most Scots—but, be it said, not all Scots—welcome the announcement that the Highland regiments will be represented on the Committee appointed by the War Office to reconsider the Army dress regulations. The kilt has had a great career in the course of the war. It is immensely popular in France and Italy. We are even told that it is "respectfully admired" in Germany. The general belief is that the kilt will be retained, although perhaps with "modifications," whatever that may mean. If there is any attempt made upon the sanctity of the tartan, we will have the Highland Chiefs holding meetings of protest, and swearing upon the dirt that the kilt must remain, and without alteration. That is what they did nearly 30 years ago when the War Office proposed to abolish the distinctive tartan of the Highland regiments and substitute one of their own making. A War Office tartan! The very rumour of it is enough to make all the clansmen of all the centuries rise out of their graves! THE SCOTTISH ORIGINAL OF CRUSOE.

On the 25th April, 1719, William Taylor, at the Ship, in Paternoster Row, published a volume entitled "The Life and Strange, Surprising Adventures of Robinson Crusoe, of York, Mariner." The book, which professed to be an autobiography, was at once recognised as a new version of a story which had excited a wide interest in the preceding seven years. In October 1711, a shipwrecked mariner had entered the Thames as the sailing master of a captured French ship. He was a Scotsman, who had changed his name from Selkirk to Selkirk. The son of a Largo shoemaker, Alexander Smith, after a noisy youth, had gone to sea under the famous captain Dampier. In September 1704, at Juan Fernandez, Selkirk quarrelled with the commander of the ship, and, in a fit of sulks, went ashore on the uninhabited island. His request to be again taken on board was refused, and he remained on the island until January 1709, when he was rescued by another of Dampier's vessels. His experiences during the period of more than four years which he spent on the deserted island were immediately described by Woodes Rogers, the captain of the rescuing ship, who published in 1712 "A Cruising Voyage Round the World." Other descriptions followed, and Steele, who had a personal interview with Selkirk, wrote a vigorous account of the story in *The Englishman*.

Woodes Rogers, whose account occupies only some three or four pages, tells how Selkirk came to be on the island, and mentions that he had with him "his clothes and bedding, with a firelock, some powder, bullets, and tobacco, a hatchet, a knife, a kettle, a Bible, some practical pieces, and his mathematical instruments and books." His devices for providing himself with food and shelter are described in the briefest terms. It was this outline of a story that Defoe made into one of the world's famous books, chiefly from the gift of imagination that was in him, and partly from a combination of other adventures with those of the Scot, Selkirk.

It is probable that Defoe knew of the experiences of a Spaniard, Peter Serrano, which had been translated into English in 1688. Serrano was wrecked on a desolate island in the Caribbean Sea, and spent over three years there. The locality of Crusoe's island, the date of his adventure, and the reason for his being cast on the island, are nearer to the facts of Serrano's story than to those of Selkirk's, and it is interesting to note that Serrano was surprised by the appearance of a man on his island, though the stranger was a Christian and not a savage.

FREEMASONRY.

The Earl of Stair has been elected Worshipful Master of the Scots Lodge, No. 2819, London. Major-General James D. MacLachlan, the Senior Warden, would have succeeded to the Chair in due course, but he is at present engaged as Military Attaché at Washington, and reluctantly declined nomination. The Earl of Stair at present acts as Junior Warden.

MARRIAGE.

At St. Giles', Edinburgh, Captain Henry Tritton Butler, C.B., M.V.O., of the Gordon Highlanders, recalls Dargai and the Colonel's little speech to his men. "The General desires that the heights be taken." And they did. But were those words ever uttered by the Colonel? A newspaper man declares that he invented them for his news despatch. They may be as apocryphal as the Kaiser's "contentable little army," or Cecil Rhodes' dying words. "So much to do, so little done." In such cases who shall decide? For our part, we prefer the romance of these sayings, and gladly accept them on trust.

OBITUARY.

At Dumfries, on the 23rd inst., Mary Louise wife of James T. Douglas, of Hongkong, in her 46th year.

CHURCH SERVICES.

St. Andrew's Church, Kowloon.

Trinity Sunday.—June 15.

Morning Prayer at 11 a.m.

Opening Voluntary.
Responses, Psalms: Psalms of the 15th Morning.
Psalms of the 15th Morning.
LXXV Cooke, LXXVI Woodward.
Te Deum, Russell, Jones and Pys.
Jubilate, Cusley (XXVIII Morning).
Hymns: 1. 284 (A. & M. 181), 257, 276 (A. & M. 240), 353 (A. & M. 281).

Evening Prayer at 6 p.m.

Opening Voluntary.

Responses, Psalms: Psalms of the 15th Evening.
Psalms of the 15th Evening.
LXXV Cooke, LXXVI Woodward.
Te Deum, Russell, Jones and Pys.
Jubilate, Cusley (XXVIII Evening).
Hymns: 284 (A. & M. 181), 257, 276 (A. & M. 240), 353 (A. & M. 281).

Vesper Hymn.

Union Church, Kennedy Road.

Sunday Services, June 15.

Morning Service, 11 a.m.

Hymns, 278, 344, 237, 138.

Evening Service, 6 p.m.

Hymns, 284, 284, 108, 332.

Preacher: Rev. J. Kirk Macnabach.

St. Peter's Church, West Point.

Sunday, June 15.

8 a.m.—Holy Communion.

11 a.m.—Morning Prayer and Sermon.

Peak Church.

8.15 a.m.—Holy Communion.

The Gospel Hall.

10 & 12 PAXTON STREET.

Weekly Services.—Sunday: Breaking of Bread for Believers only, 11 a.m.

Gospel Meeting, 8 p.m.

Tuesday and Thursday, Bible study, 8 p.m.

Friday, Ladies' Bible study, 5.30 p.m.

Saturday, Prayer Meeting, 6 p.m.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11 a.m.

Wednesday, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.

Morning Service, 10.15 a.m.

Evening Service, 6.15 p.m.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glebe.

Mass at 8.7 and 9.30 a.m.

High Mass at 10 a.m.

8.30 p.m.—Benediction of the Blessed Sacrament.

MOVEMENTS OF STEAMERS.

J.P.O.S. Co's R.M.S. *Empress* of Japan arrived at Vancouver on June 13, is due at Kobe on June 14, and expected here on June 15.

The P. & O. S.S. *Admiral* (Bombay Line) left Singapore for this port on the 11th June and is due here on the 14th June.

The N.Y.K. S.S. *Togo Maru*, No. 2 (Nagasaki Line) left Singapore for this port on the 11th June, and is expected here on the 14th June.

The N.Y.K. S.S. *Sado Maru* (European Line) left Singapore for this port on the 11th June, and is expected here on the 14th June.

The N.Y.K. S.S. *Kosmos Maru* (Bombay Line) left for this port direct on the 9th June, and is expected here on the 14th June.

The C.P.S. Co's R.M.S. *Empress* of Japan arrived at Vancouver on June 13, is due at Kobe on June 14, and expected here on June 15.

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SCOTTISH SPORT.

ASSOCIATION INTERNATIONAL.

(From Our Own Correspondent.)

April 30.

The first of the unofficial matches between England and Scotland was played at Liverpool, and resulted in a draw—2 goals each. Scotland had the advantage of sun and wind in the first half, and their forwards immediately settled down to close passing, from which they quickly scored their two goals. They then fell away; it is suggested that they had too much confidence in their superiority. Certainly on form they ought to have crossed over with a 4 goal lead. In the second period, England made a remarkable recovery, and working together in rattling fashion, brought off an equality in points. On the whole Scotland may be said to have had it in skill, England in pace, and the draw was a pretty fair one.

VICTORY CUP.

As a rule final ties are disappointing, and the one for the Victory Cup was no exception. Nerves had a demoralising effect on both St. Mirren and Heart of Mid-Lothian. This was particularly the case with Heart, whose play was the very opposite of what was expected. They threw away the match in the first 20 minutes, when they ought to have taken leading scores. And from then onwards they went from bad to worse. The Saints were little better, it was only their superior physique in the extra period that enabled them to carry off the Cup—3 goals to 0.

SCOTTISH LEAGUE.

The only game that mattered in the League was at Tynecastle, where the Hearts gave Celtic a stiff run for the points. At the start it seemed as if Celtic would have it all their own way; but Hearts came on wonderfully in the closing stages, and Celtic had to stretch themselves all the way to get their 3 goals against 2.

As the result of this game, Celtic take the leading position on the League table; and as they have only one engagement to fulfil they look very like carrying off the Championship. Rangers are, of course, close behind. With equal games played the figures read thus:—
Celtic, 25 won, 2 lost 6 drawn, 68 goals for and 22 against.—points, 56.
Rangers, 25 won, 3 lost, 5 drawn, 82 goals for and 16 against.—points, 55.

OTHER MATCHES.

In a Junior International at Glasgow, Scotland drew with England, no scoring.

MR. BEN TILLET'S PLEA FOR MORE BEER.

Mr. Ben Tillet, M.P. for North Salford, has addressed the following letter to Mr. G. H. Roberts, the Food Controller.

Dear Mr. Roberts,—The following is copy of letter I have received: "I wish to call your attention to the way the residents in your constituency were treated yesterday."

"Not one out or in door licence was open in Weaste or Seedley where one could get a glass of alcoholic refreshment with meat or otherwise, and to have heard the remarks as I did from workers and demobilised soldiers it is quite time the Liquor Control Board and the D.O.R.A. were dispensed with. I am afraid that if something is not done, and quickly, there will be trouble with the workers and other people."

This is an example of the complaints I am continually receiving, and my executive, in view of the serious discontent, hopes something will be done to remove the grievance, as it is becoming a scandal and interferes with the disciplinary work of the union. Our men have done so splendidly during the war period, and we were able to convince them of the necessity of carrying on.

The handicap of the lack of decent beer is unwarranted, it is an additional grievance which should be removed, as I feel sure all other union officials will confirm.

Why the restriction upon brewing should continue passes all comprehension. The war has ended, and the peace is practically secured. Why should the workman still be denied his glass of good beer at a reasonable price?

To a large number of the sections of workmen in my union who perform laborious work good beer is a necessity, and my executive trust its production will not be further hindered.

I shall be glad for your department to receive a deputation on this subject at an early date, as the subject is one of pressing importance.

CRICKET.

The cricket season opened quietly; it will be a little time before most of the clubs are able to take the field. There were only two outstanding games, both in the West Country. After three years inactivity it was no wonder that Kilburne suffered an eight wickets defeat from West of Scotland; and Poloc, fortunate in the possession of some of its returned soldiers, had an easy victory over Drumpellier.

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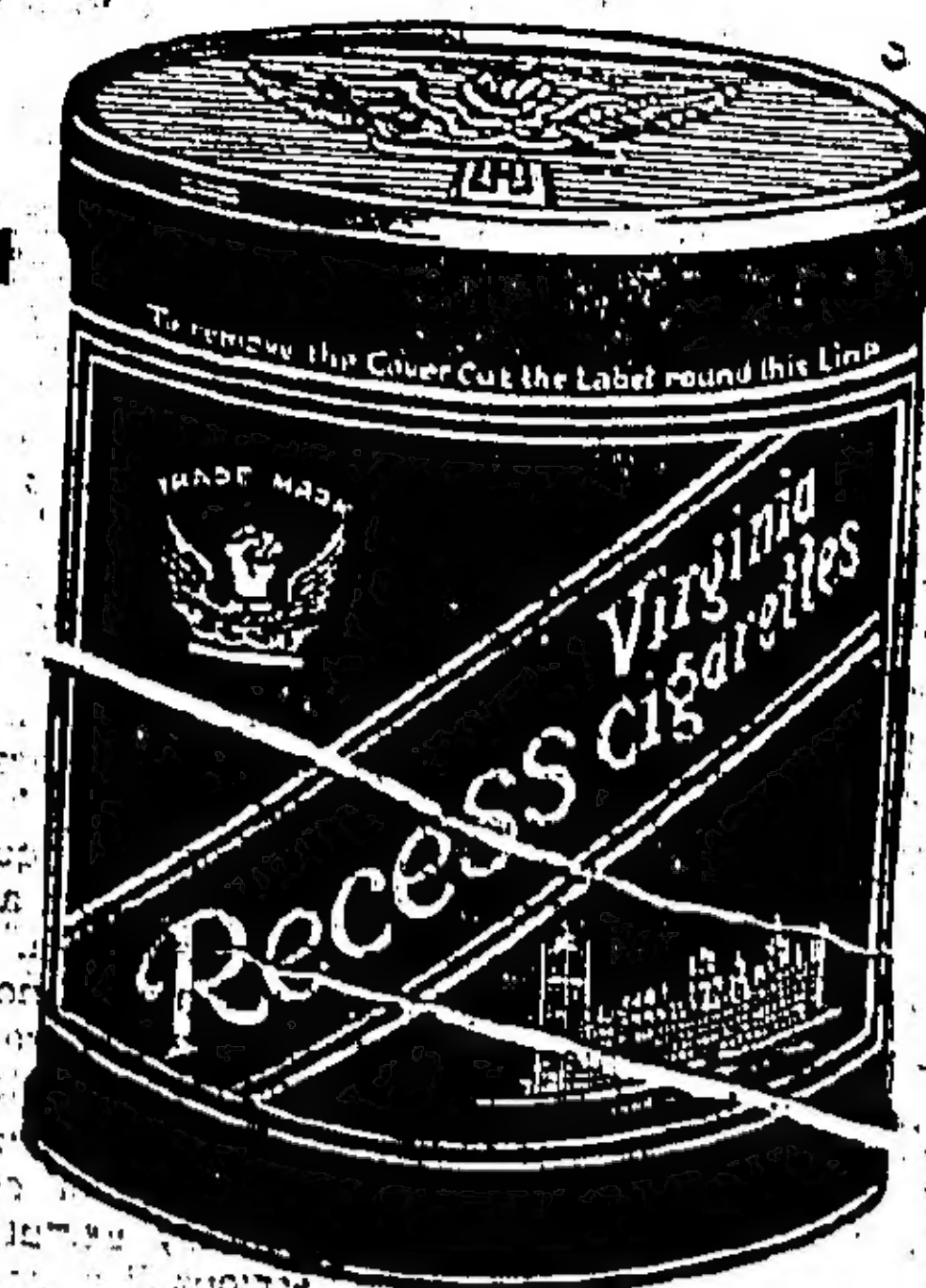
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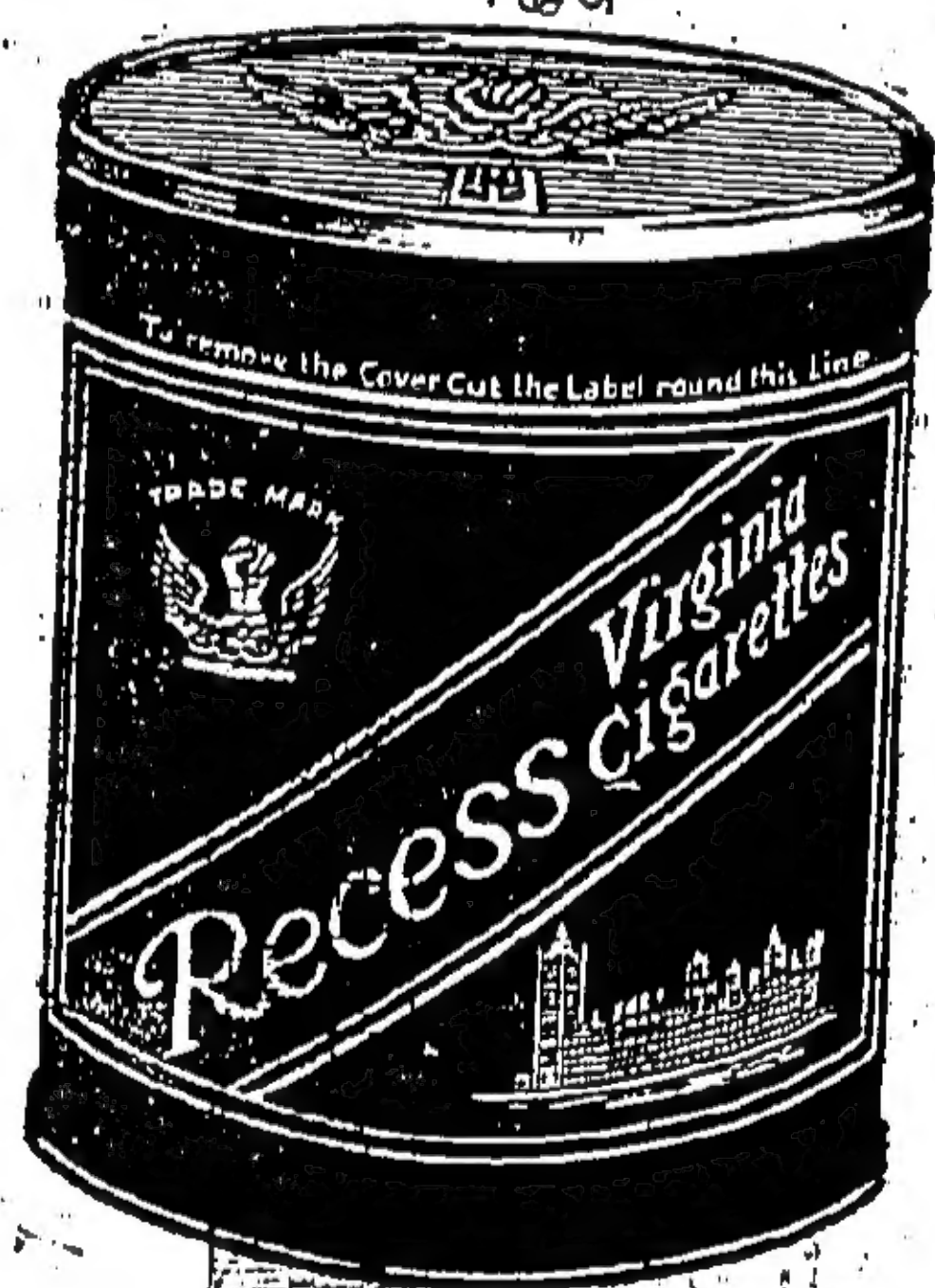
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1. *Chlorophyll a* and *Chlorophyll b* contents were determined by spectrophotometry using the method of Lichtenthaler and Whistler (1973).

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